

By Express Mail # EV601221217US · March 24, 2005

Please add at page 16 after the heading the following sub-heading:

-- What is claimed is: --

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Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of the Claims:

Claims 1-8 (cancelled)

Claim 9 (new): A dual clutch assembly comprising:

a torsional vibration damper comprising a primary side which can be coupled to a driving member for joint rotation about an axis, a secondary side which is rotatable about the axis, and a damper element arrangement between the primary side and the secondary side;

a dual clutch comprising an input area and two output areas, said input area supporting the secondary side of the torsional vibration damper in at least one of an axial and radial direction with respect to the primary side, each said output area being coupleable with a respective driven member so as to be fixed against rotation with respect to said driven member; and

a bearing arrangement which supports the input area in at least one of an axial and a radial direction with respect to a stationary subassembly.

Claim 10 (new): The dual clutch assembly of claim 9 wherein the stationary subassembly is a transmission housing.

Claim 11 (new): A dual clutch assembly comprising:

a torsional vibration damper comprising a primary side which can be coupled to a driving member for joint rotation about an axis, a secondary side which is rotatable about the axis, and a damper element arrangement between the primary side and the secondary side;

a dual clutch comprising an input area and two output areas, each said output area being coupleable with a respective driven member so as to be fixed against rotation with respect to said driven member;

a first flexible coupling arrangement which supports the input area of the dual clutch with respect to the secondary side of the torsional vibration damper arrangement; and

a second flexible coupling arrangement which supports the input area with respect to a stationary subassembly.

Claim 12 (new): The dual clutch assembly of claim 11 wherein the stationary subassembly is a transmission housing.

Claim 13 (new): The dual clutch assembly of claim 11 wherein each of said flexible coupling arrangements permits movement in at least one of an axial and a radial direction.

Claim 14 (new): The dual clutch assembly of claim 11 further comprising:
an axial bearing which supports the secondary side of the torsional vibration damper arrangement axially with respect to the primary side; and
a radial bearing which supports the secondary side of the torsional vibration damper arrangement radially with respect to the primary side.

Claim 15 (new): A dual clutch assembly comprising:
a torsional vibration damper comprising a primary side which can be coupled to a driving member for joint rotation about an axis, a secondary side which is rotatable about the axis, and a damper element arrangement between the primary side and the secondary side;
a dual clutch comprising an input area and two output areas, each said output area being coupleable with a respective driven member so as to be fixed against rotation with respect to said driven member; and
an axial/radial bearing arrangement which supports the secondary side of the torsional vibration damper arrangement with respect to the primary side so that the secondary side can tilt with respect to the primary side.

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Claim 16 (new): The dual clutch assembly of claim 15 further comprising a coupling arrangement which fixes the input area of the dual clutch against rotation with respect to the secondary side of the torsional vibration damper arrangement, said coupling arrangement permitting the secondary side to tilt with respect to the input area.